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4 June 1969

MEMORANDUM FOR THE RECORD

SUBJECT: Lockheed Meeting 22 May
U-2R Engineering Reports Status

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1. Purpose of subject meeting at Burbank was to review in-work technical status of various U-2R engineering reports listed on the SP-1929 contract work statement. Participants included [] Data Reduction, and [] Flight Test. - LAC; [] and writer - HQS; and [] R&D representative.

2. Considerable confusion on the part of Lockheed was evident. [] expressed surprise that any further reports were due or in work. The writer presented a list of outstanding reports as called for in the work statement and in several messages exchanged in the Fall of 1968. [] presented his "work statement" which did not call for further reports and which was really not the contractual work statement at all but an informal flight test planning document. The writer explained that, while LAC was not being pressed for an ASAP completion of these reports, they must be completed sufficiently prior to any contract close-out discussions to allow time for Headquarters D/R&D review and the required technical position input to C/CMD. The reports in question are those cited under Part I, Item 7 (a) thru (i) "Contract SP-1929 Schedule and General Provisions" dated 9-27-67. Of these, the following are outstanding and require completion:

- (d) Static Test Report
- (e) Ejection System Test Report
- (f) Weight and Balance Report
- (g) Flight Test Report (final summary)
- (i) Structural Analysis Summary Report

3. In view of the above, a representative of [] office (LAC contracts) was summoned. He confirmed that these reports indeed are required by the contract and further that they require completion ASAP as LAC is anxious to close out the contract in a timely manner.

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4. Further investigation and discussion lead to the following:

- a. The Static Test and the Structural Analysis Reports are now near completion in the project design group.
- b. Work on the other reports which fall under flight test and data reduction will be initiated immediately. A good data base already exists for these reports which will be incorporated in the Flight Test Final Report.

5. Subsequent discussion centered around performance data generated from flight test instrumentation and from Detachment observed fuel curves. These data indicate that with the exclusion of J-75 engine EPR spread (for a given EGT) between engines/installations the test aircraft has demonstrated performance to within 100 feet altitude of the design gross weight/altitude curve. This is significant only in that it reflects a favorable comparison of a "Specification" aircraft to the design curve and therefore a favorable demonstration of the aircraft Model Specification by Lockheed. It does not apply to the operational fleet. This "specification" aircraft is fictitious from a day to day operational standpoint because it incorporated engine performance corrected to the engine specification EPR and thrust upon which the aircraft Model Specification is based. Observed fuel curve data (Aircraft 058) indicates that with an engine meeting its specified EPR and thrust a detachment aircraft demonstrated altitudes equal to and better than the design gross weight/altitude curve. The majority of engines however fall below their specified EPR and thrust. This together with existing aircraft zero fuel weights has not changed the September 1968 estimate of about [] end cruise altitude for the detachment fleet. A detailed report covering aircraft and installed engine performance and its variations is being prepared by [] of this office.

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6. A meeting was held with [] LAC, to discuss inspection and diagnostic testing of an IRIS II air compressor which reportedly malfunctioned during flight. While at the time, this air compressor could not be located, subsequently it was located, inspected, and tested

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without malfunction. Further coordination with Itek indicated suspicion of an out of adjustment camera system pressure regulating valve rather than the LAC compressor itself. This is being investigated by Itek. The compressor is being hand carried to Itek, Boston for further interface confirmation testing in the environmental camera system test facility.



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Deputy for
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